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“Nothing is more clearly written in the Book of Destiny, than the Emancipation of the Blacks; and it is equally certain that the two races will never live in a state of equal freedom under the same government, so insurmountable are the barriers which nature, habit and opinion have established between them. JEFFERSON.”

DEPARTURE OF THE BARK GLOBE.

ON Thursday the 15th inst. at 1 o'clock, P. M. the bark Globe, having on board 132 emigrants, sailed for Cape Palmas. We have in a former No. adverted to a change of sentiment among the coloured people in the counties, with regard to emigrating to Cape Palmas. It is to be attributed mainly to the returning of those who had become citizens of the colony. They came home after their families and friends, willing no longer to leave them to buffet the adverse circumstances which the coloured man will always meet with in this country. The emigrants from St. Mary's were mainly influenced by Stephen Smith, a man who spent two years in the colony and then came for his wife and children. Those from Anne Arundel were the friends of John Bordley, likewise an old and respectable colonist. While Joshua Cornish preached liberty to his friends in Dorchester Co. It was fortunate that we had secured a large vessel, for the cry was, “still they come,” even to the day of sailing.

The vessel was delayed nearly a week after all was ready, owing to some Virginia emigrants who were detained by the freezing of a canal. At last they came, and drays and furniture wagons were put in requisition, and all hands placed on board and well stowed away in four hours. Although no previous notice had been given, a vast crowd assembled on the wharf. The Rev. Dr. Henshaw invoked God's blessing on the people and the undertaking. The emigrants arose from their knees—the sails were sheeted home—the hawser cast loose—and the majestic bark moved slowly from the wharf, favoured by a light north-wester, and cheered by three rounds from the admiring spectators; and never did three cheers receive a more hearty response than arose from the joyous mass of emigrants on board. We never witnessed a sight more cheering, or felt that our humble labours in the great cause received such ample remuneration.

On board the Globe in addition to the emigrants was the Rev. L. Hazlehurst, going to join the Episcopal Mission at Cape Palmas, Dr. Samuel F. McGill and lady, and Mr. R. S. McGill, all of Cape Palmas.

Never has an expedition left our harbour under more favourable auspices, nor has one ever been composed of better men. Of the good characters and capacity of most of them we have ample testimony, and we regret that we are not able to give a sketch of the early history and labours of many of these hitherto obscure people, who we believe are yet the chosen instruments of effecting great good to their brethren in Africa. We cannot omit mentioning one by the name of Lauder, from St. Mary's county, long known on the Potomac as a thriving, industrious and honest master and owner of some river crafts. Lauder says that for years he has felt a strong desire to remove to Africa, but owing to the opposition of some of his family he has until now been prevented. But this year in consequence of forming an acquaintance with Stephen Smith, and learning from him the true state of the colony and the really free condition of the coloured man there, he determined to go and take his whole family, consisting of 28 persons, with him. In order to enable Smith to return also, he nobly advanced three hundred dollars for one of his children who was still in slavery.

The condition of Lauder in this country, unlettered and untaught as he was, shews him to be no ordinary man in point of intellectual capacity, and the bare fact of the redemption of that child, without any surety of re-payment, stamps him as one of nature's noblemen. When such men go voluntarily to Liberia, let no one despair of the cause or the colony.

Too much credit cannot be given to the gentlemen who have set many of those people free. For instance, Mr. Lynch, of Lynchburg, Va. He set 18 people free (who were taken out for the American Colonization Society,) paid their passage to Africa, an expense of seven or eight hundred dollars, and supplied them well with clothing, mechanical tools, farming utensils, &c. Another—Mr. Bernard Dean, a farmer in moderate circumstances, in Howard District, A. A. Co. offered freedom to his whole family, on condition that they would go to Cape Palmas. Ten availed themselves of his offer, five adults with their five children. These he supplied abundantly with clothing and agricultural implements, in fact almost stripping his own house to do so. He came to the city with them and waited one week to see them embark, although for years previous he had not slept from under his own roof. Nothing could be more affecting than the parting of this old gentleman with his people. But he has the grand consolation of knowing that he has done the *best* and *all* that he could do, both for them and himself.

Such are the deeds of southern slaveholders—and a home is created for these liberated bondmen, through the liberality of the slaveholding state of Maryland.

ANNUAL REPORT

OF THE

"Ladies' Society for the promotion of Education in Africa."

We are much gratified in having the opportunity of inserting this in our present No.; and we are justly proud of having such co-labourers in the great work of effecting good to Africa and the African as the Ladies of Baltimore. We wish that the Report had contained more definite details of the operations of the society since its first organization, for we believe many, very many

of the citizens of Baltimore are ignorant even of its existence. But yet no details of its operations here, could have conveyed any adequate idea of the great and lasting good the Society has actually effected in Africa. The Report says that "there are seventy-five children under instruction and their advancement in the several branches of English education is truly creditable and satisfactory." That *seventy-five children are receiving instruction*, is saying but little, we see the like in almost every ward of our goodly city. But when all circumstances in connexion therewith are considered, the fact assumes quite a different aspect. These seventy-five children thus receiving instruction, six years since were but mere animals, attached to a Maryland plantation, crouching in the smoky quarters of a farm yard—they now constitute in numbers the one-eighth part of the independent colony of Maryland in Liberia. Their place of instruction is on the confines of the barbarous continent of Africa, and their rude little stone edifice overlooks three native villages, containing 2,000 heathen, the very sound of instruction mingling with ceaseless hum of their idle pastimes. Their instructor, the venerable McGill, their fellow-citizen, long known as the pioneer of civilization in Africa and the friend and advocate of his race. What then must be the result of instructing seventy-five children under such circumstances? The pupils themselves are wholly redeemed from a state of mere physical existence, taught that they have *minds* and *souls*, and their relations to their fellow beings and to their God. Every idea instilled into their expanding minds is lost not, rests not with them, but germinates and bears the fruit which is to feed the thousands of hungering souls by whom they are surrounded. The results of this one school at Cape Palmas cannot be measured *now*, cannot be calculated upon. In the common course of events it must do much towards dispelling the darkness which has ever brooded over that unhappy land; and it may be the means under God of raising up the man who shall redeem that people from barbarism, and change the whole character of the inhabitants of that finest portion of the globe. If that change is ever wrought, if Africa ever becomes a christian land? (and who can doubt it?) it must be by such agents as these humble colonists, and through such measures as have been adopted by the efficient, but unobtrusive "society for the promotion of education in Africa."

We bid them *God speed!*

REPORT.

"The Annual Meeting of the "Ladies Society for the promotion of Education in Africa," took place on Friday, the 16th of Dec. A report of the progress of the society during the last year was read, and so much interest existed by the favourable account of the state of the school at Cape Palmas, that the Managers separated with an increased desire to sustain an undertaking which promises happy results.

Letters have been received from the teacher, Mr. McGill, containing a minute account of the state of the school, and of the progress of each scholar; of the different branches taught, and of the moral and intellectual improvement of the pupils. At present there are 75 children under tuition, and their advancement in the several branches of an English education

is truly creditable and satisfactory. An examination had taken place attended by the most respectable citizens of Harper, and the pupils had acquitted themselves in such a manner as to afford gratification to all. The teacher represents to the managers, in warm terms, the benefit they bestow in supporting a school of the kind at Cape Palmas. It extends its advantages to those who would otherwise be neglected in a great measure; and assures them that a sensible effect is observable in the deportment and character of those who attend the school, with much grateful feeling towards those who have afforded them the means of instruction. With this encouraging prospect as regards the result of their undertaking, the managers would struggle to sustain their school; and are sanguine that they may be able to do so. They commenced it, trusting to the generosity of a christian community to aid them, and to that they will still look for assistance. Religion, and an acquaintance with the Word of God is the foundation of their system, and daily prayer is offered by teacher and pupils. Owing to the difficulties of the times, their subscribers list has diminished, and their means of provision for their teacher necessarily curtailed for the present year, but they will hope that this is only a temporary trial, and that it is only necessary to place the facts before the eyes of a benevolent public to create a renewed interest in their behalf."

Baltimore, Dec. 17th, 1842.

We find the following important papers respecting the suppression of the slave trade in the last No. of the African Repository.

Mr. Webster to Captains Bell and Paine.

DEPARTMENT OF STATE,

Washington, April 30, 1842.

GENTLEMEN: Your experience in the service on the coast of Africa has probably enabled you to give information to the Government on some points connected with the slave trade on that coast, in respect to which it is desirable that the most accurate knowledge attainable should be possessed. These particulars are:

1. The extent of the western coast of Africa, along which the slave trade is supposed to be carried on; with the rivers, creeks, inlets, bays, harbours, or ports of the coast, to which it is understood slave ships most frequently resort.

2. The space or belt along the shore within which cruisers may be usefully employed for the purpose of detecting vessels engaged in the traffic.

3. The general course of proceeding of a slave ship, after leaving Brazil or the West Indies, on a voyage to the coast of Africa for slaves; including her manner of approach to the shore, her previous bargain or arrangement for the purchase of slaves, the time of her usual stay on or near the coast, and the means by which she has communication with persons on land.

4. The nature of the stations or barracoons in which slaves are collected on shore, to be sold to the traders; whether usually on rivers, creeks, or inlets, or on or near the open shore.

5. The usual articles of equipment and preparation, and the manner of fitting up, by which a vessel is known to be a slaver, though not caught with slaves on board.

6. The utility of employing vessels of different nations to cruise together, so that one or the other might have a right to visit and search every vessel which might be met with under suspicious circumstances, either as belonging to the country of the vessel visiting and searching, or to some other country which has, by treaty, conceded such right of visitation and search.

7. To what places slaves from slave ships could be most conveniently taken.

8. Finally, what number of vessels, and of what size and description, it would be necessary to employ on the western coast of Africa in order to put an entire end to the traffic in slaves, and for what number of years it would probably be necessary to maintain such force to accomplish that purpose?

You will please to add such observations as the state of your knowledge may allow relative to the slave trade on the eastern coast of Africa.

I have the honour to be, &c.

DANIEL WEBSTER.

Captains BELL and PAINE,

United States Navy.

Commanders Bell and Paine to the Secretary of State.

WASHINGTON CITY, May 10, 1842.

SIR: In accordance with the wishes expressed in your communication of the 30th ultimo, we have the honour to submit the following statement:

In reply to the first particular, viz: "The extent of the western coast of Africa along which the slave trade is supposed to be carried on, with the rivers, creeks, inlets, bays, harbours, or ports of the coast to which it is understood slave ships most frequently resort."

The slave trade from Western Africa to America is carried on wholly between Senegal, latitude 16 deg. north, longitude 16½ deg. west, and Cape Frio, in latitude 18 deg. south, longitude 12 deg. east, a space (following the windings of the coast at the distance of three or four miles) of more than 3,600 miles. There are scattered along the coast five English, four French, five American, six Portuguese, six or eight Dutch, and four or five Danish settlements, besides many which have been abandoned by their respective governments.

These settlements are generally isolated; many of them only a fortress without any town, while a few are a cluster of villages and farms.

The British, French and particularly the American settlements, exercise an important influence in suppressing the slave trade.

The influence of the Danes and Dutch is not material.

The Portuguese influence is supposed to favour the continuance of the trade, except the counter influence of the British, through treaty stipulations.

North of the Portuguese cluster of settlements, of which Bissao is the capital, and south of Benguela, (also Portuguese,) there is believed to be no probability of a revival of the slave trade to any extent.

This leaves about 3,000 miles of coast, to which the trade, (principally with Cuba, Porto Rico, and Brazil) is limited.

There are hundreds of trading places on the coast, calling themselves "factories;" and each claiming the protection of some civilized power. Some of these were the sites of abandoned colonies—others have been established by trading companies or individuals.

The actual jurisdiction of a tribe on the coast seldom exceeds ten miles, though these small tribes are sometimes more or less perfectly associated for a greater distance.

Of these factories and tribes, a few have never been directly engaged in the slave trade, and are opposed to it, but the great preponderance is of the slave-trading interest.

To enumerate the rivers and inlets of this coast would not convey a just idea of the slave country or practices, as the embarkation often takes place from the beach where there is no inlet; but we will state a few of the most noted.

Commencing at Cape Roxo, in latitude 12 deg. 30 min. north, and running down the coast as far as the river Mellacoree, in latitude 9 deg. north, the slave trade is more or less carried on, but (in consequence of the vigilance of cruisers) not to the same extent it was a few years ago.

Another portion of the coast, from the limits of the Sierra Leone colony to Cape Mount, (a space including the mouths of six or more rivers,) the slave trade is extensively prosecuted. Here commences the jurisdiction of the American Colonization Society, which extends to Grand Bassa. There are several slave stations between grand Bassa and Cape Palmas. From thence eastwardly to Cape Coast Castle, situated near the meridian of Greenwich, we believe there are no slave stations; but eastward of this, and in the Bights of Benin and Biafra, along the whole coast, (which includes the mouths of the great rivers Benin, Formosa, Nun, Old and New Calabar, Bonny, Camerons, Gaboo and Congo,) with few exceptions, down to Benguela, in latitude 13 deg. south, the slave trade is carried on to a very great extent.

2d. "The space or belt along the shore, within which cruisers may be usefully employed for the purpose of detecting vessels engaged in the traffic."

Men of war should always cruise as near the shore as the safety of the vessel will admit, in order to take advantage of the land and sea breezes. Twenty or thirty miles from the coast there are continual calms, where vessels are subject to vexatious delays; besides which, ships engaged in the slave trade keep close in with the land, in order to reach their places of destination.

3d. "The general course of proceeding of a slave ship, after leaving Brazil or the West Indies, on a voyage to the coast of Africa, for slaves, including her manner of approach to the shore, her previous bargain or arrangement for the purchase of slaves, the time of her usual stay on or near the coast, and the means by which she has communication with persons on land."

Vessels bound from the coast of Brazil or the West Indies to the coast of Africa, are obliged, in consequence of the trade winds, to run north as far as the latitude of thirty or thirty-five, to get into the variable winds; thence to the eastward until they reach the longitude of Cape Verd Islands; then steer to the southward to their port of destination; and, if bound as far to the eastward as the Gulf of Guinea, usually make the land near Cape Mount or Cape Palmas. Vessels from Brazil, bound to the southern part of the coast of Africa, run south as far as the latitude of 35 degrees south, and make up their easting in the southern variables.

Slave vessels are generally owned or chartered by those persons who have an interest in the slave establishments on the coast of Africa, where the slaves are collected and confined in barracoons, or slave prisons, ready for transhipment the moment the vessel arrives. They are therefore detained but a short time after arriving at their place of destination. Instances have come to our notice of vessels arriving at the slave station in the evening, landing their cargo, taking on board all their slaves, and sailing with the land breeze the following morning.

It is not unusual, however, for vessels, unconnected with any particular slave establishment, to make their purchases after arrival. If any delay is likely to occur, an agent is landed, and the vessel stands to sea and remains absent for as long a time as may be thought necessary to complete their arrangements. The slavers communicate with the shore either with their own boats, or boats and canoes belonging to the Kroomen in the employment of those on shore.

4th. "The nature of the stations, or barracoons, in which slaves are collected on shore to be sold to the traders, whether usually on rivers, creeks, or inlets, or on or near the open shore."

The slave stations are variously situated; some near the mouth, others a considerable distance up the rivers, and many directly on the sea-shore. The barracoons are thatched buildings, made sufficiently strong to secure the slaves, and enough of them to contain, in some instances, several thousands. The slaves are collected by the Negro chiefs in the vicinity, and sold to the persons in charge of the stations, where they are kept confined until an opportunity offers to ship them off. Materials of all kinds necessary to convert a common trader into a slave ship, are kept on hand, and the change can be completed in a few hours. A number of Kroomen are employed, and boats and canoes ready for immediate service.

The slave stations are generally fortified with cannon and muskets, not only to guard against a rising of the slaves, but to protect them from sudden attacks of the natives in the vicinity, and to command their respect.

5th. "The usual articles of equipment and preparation, and the manner of fitting up, by which a vessel is known to be a slaver, though not caught with slaves on board."

Vessels engaged in the slave trade are either fitted up with a slave deck, or have the materials on board, prepared, to put one up in a few hours. Their hatches, instead of being close, as is usual in merchantmen, have gratings; they are supplied with boilers sufficiently large to cook rice or farhina for the number of slaves they expect to receive; an extra number of water casks, many more than are sufficient for a common crew; also, a number of shackles to secure their slaves. Most of these articles, however, are concealed, and every thing is done to disguise the vessel.

It is not unusual for them to have several sets of papers, two or more persons representing themselves as captains or masters of the vessel, and flags of all nations; every device is resorted to, to deceive, should they encounter a cruiser.

Some are armed with only a few muskets, others have a number of heavy guns, according to the size of the vessel; and they range from sixty to four hundred tons burden, with crews from ten to upwards of one hundred men.

6th. "The utility of employing vessels of different nations to cruise together, so that one or the other might have a right to visit and search every vessel which might be met with under suspicious circumstances, either as belonging to the country of the vessel visiting or searching, or to some other country which has, by treaty, conceded such right of visitation and search."

We are of opinion that a squadron should be kept upon the coast of Africa to co-operate with the British, or other nations, interested in stopping the slave trade; and that the most efficient mode would be for vessels to cruise in couples, one of each nation.*

7th. "To what places slaves taken from slave ships on the coast, could be most conveniently taken."

If captured under the American flag, send them to Cape Mesurado, Liberia; or if convenient, to such other of the American settlements as the agent of the United States may wish.

8th. "Finally, what number of vessels, and of what size and description, it would be necessary to employ on the western coast of Africa, in order to

*The result then, will be, that they will effect but half as much as if they cruise under a treaty of mutual right of search, either made temporarily by the commanders on the coast or by their respective governments, by which each cruiser can act singly.—ED. JOURN.

put an entire end to the traffic in slaves; and for what number of years it would probably be necessary to maintain such force to accomplish that purpose;" adding "such observations as the state of your knowledge may allow, relative to the slave trade on the eastern coast of Africa."

As our personal knowledge of the coast extends to only that part of it comprised between Cape Verd and Cape Palmas, it is difficult to state the exact force required for this service; not less, however, than the following, we think necessary:

One first-class sloop-of-war;

One steamer, from 200 to 300 tons burden;

Two (eight or ten gun) brigs or schooners;

Ten schooners of about one hundred tons, each with four guns;

One store-ship, of from 250 to 300 tons.

All the vessels to have one-tenth less than their complements of men, to be filled up with Kroomen on their arrival on the coast.

A steamer (to be fitted up, if possible, to burn either wood or coal, as circumstances require) will be essentially necessary.

That part of the coast of Africa from which slaves are exported is subject to light winds and calms. A steamer propelled at the rate of six miles an hour could easily overtake the fastest sailing vessels, and would be a great auxiliary in ascending rivers and towing boats, in order to attack slave stations. Less duty is performed by sailing cruisers on this coast, than on any other we are acquainted with, from the reasons just stated; and the importance of steam vessels is much increased by this difficulty.

We cannot state confidently how long such force would be necessary, but we are of opinion that in three years the trade would be so far destroyed as to enable the United States to withdraw a greater part, while a small force of observation would be necessary, until the natives had become accustomed to other occupations, and lost all hope of again engaging in the traffic.

In connection with this subject, we beg leave to remark, that the American fair trader is sometimes obstructed in the most vexatious manner by armed British merchantmen, sustained by British cruisers. This arises from the practice which exists with the commanders of single cruisers, the agents of trading companies, the masters of merchantmen, and others, making agreements, treaties, or as the expression there is "books," securing to themselves the exclusive trade with the tribe or district. A late instance of this unreasonable, and probably unauthorised, spirit of monopoly, has come to our notice near Cape Mount, where the native chief was induced to believe that he could not make a treaty with the American colonists, because he had made one with the commander of a British cruiser.

The same commander, it is asserted, has also threatened the Governor of the colony at Monrovia that he will make reprisals on the commerce of the colony, for exercising the usual jurisdiction at Bassa Cove, only two or three miles from their town of Bassa and Edina.

Our knowledge of the commanders of British cruisers authorises us to say that their conduct is not usually thus unfriendly; but many instances show the propriety of guarding the interests of the fair dealer, who is generally opposed to the slave trade.

Respecting these treaties or agreements with the tribes, we think that only the commanders of squadrons or governors of colonies should be permitted to make them; and with those over whom their government cannot reasonably claim jurisdiction, treaties should not be made to the exclusion of other mercantile powers trading on the coast, as has sometimes been done; and all treaties should contain a prohibition of the slave trade. Com-

manders of squadrons and governors of colonies should be authorized and directed to seize every opportunity, and make use of all honourable means, of inducing the native tribes, and particularly the Emperor of Ashantee, the Empress or Potentate at Loango, and other powerful nations, to enter into agreements to put a stop, as far as their influence extends, to the traffic; to seize and send home for trial all foreigners found on the coast engaged in the slave trade, whether belonging to vessels or residing on the coast, (for should these persons be permitted to remain, even after their slave stations are destroyed, they will erect others at points probably less assailable,) and should be enjoined to extend their protection to fair traders, though not of their own nation.

Commanders of squadrons and governors should be directed to destroy all slave factories within the reach of the force employed, and to proclaim to the tribes in the vicinity that they must not be renewed, on pain of having their villages also destroyed.

We have little knowledge of the details respecting the slave trade on the eastern coast of Africa. No instance has come to our knowledge of the use of the American flag there. From the best information we can obtain, it seems that a large trade is carried on by Portuguese colonies, the Arab chiefs, and Negro tribes. Their greatest markets are the Mahometan countries bordering on the Red Sea and Persian Gulf, the Portuguese East India colonies, Bombay, and perhaps other British possessions in the East Indies; this part of the trade is probably in the hands of the Arabian vessels. Many are also shipped to Brazil, and some perhaps find their way to Cuba and Porto Rico.

In concluding this subject we beg leave to remark, that the field of operations to carry on the slave trade is so extensive, the profits so great, and the obstacles in the path so many, so various, so difficult, that every means should be used by civilized nations, and particularly by the United States and Great Britain, to effect the object; and we do not believe that any material good can result without an earnest and cordial co-operation.

We have the honour to be, with high respect, your obedient servants,
 CHARLES H. BELL,
 JOHN S. PAINE,
Commanders U. S. Navy.

HON. DANIEL WEBSTER,
Secretary of State, Washington.

Minutes of evidence taken before the Select Committee on the west coast of Africa, June 22, 1842.

Captain the Hon. Joseph Denham, R. N. called in and examined:

Question. Will you state what your service on the coast of Africa has been?

Answer. My first acquaintance with the coast of Africa was in the year 1834, when I took over a slave vessel from Rio Janeiro. In the year 1835, I commanded the Curlew upon that coast for a considerable period; and for the last two years I have been in charge of the coast between Cape Verde and Cape Palmas. I was the senior officer upon that district.

Question. What has been the course of the slave trade since your acquaintance with the coast of Africa; has it decreased in extent, or changed its direction?

Answer. Since my first acquaintance with the coast, the slave trade has changed in many most important particulars, both with regard to the locality, and with regard to the method in which it has been carried on.

Question. Will you state first as to the locality, in what respect it has changed?

Answer. In the year 1835, when the equipment treaty came into force, the effect was, in a great measure, to drive the slave trade into the south latitudes, where it was carried on with perfect impunity, under the flag of Portugal, by the then existing treaty. They then found, that upon the north coast they could carry on the slave trade by using the flag of Portugal exactly as before.

Question. By the north coast you mean north of the equator?

Answer. Yes; but from the end of the year 1839, they have been equally shut out from the Portuguese and from the Spanish flag. Up to that period no check whatever had been effected. Since that period I conceive that the slave trade has diminished to one-half what it was before.

Question. Not only north of the equator, but along the whole coast?

Answer. Along the whole coast of Africa. The whole amount of the export of slaves from Africa is, in my opinion, now not one-half what it was previously to the act of 2d Victoria, empowering us to capture Portuguese ships fitted for the slave trade. The effect of all former changes had been to throw the slave trade under the flag of Portugal, where it received a perfect protection in the southern latitudes, and in the northern latitudes was on the same footing on which it had been always since the trade was first established.

Question. Does the trade seem now to look to any flag to cover itself under?

Answer. They seem to have been deprived of every flag they could possibly look to; they no longer receive protection from any flag.

Question. Not from the American?

Answer. Not from the American flag decidedly, except indirectly.

Question. Do you conceive that the present system, if carried on with the same amount of force, will reduce the slave trade to a still greater extent?

Answer. My opinion is that the system of blockade is that alone which can be successful under any circumstances; but that to render it effective we want a considerable increase of force; with an increase of force, I believe that in three years the slave trade may be demolished and exterminated.

Question. In the south as well as in the north.

Answer. Yes; there is no longer any difference since the 2d of Victoria.

Question. Do you contemplate a blockade of the whole coast?

Answer. I contemplate the blockade of those parts where the slave trade is carried on.

Question. Do you believe that a material check to the trade, or an extirpation of the trade for two or three years in any one place makes it difficult to resume it afterwards, if the interference of the cruisers is suspended?

Answer. It turns the trade into another course. When once the trade is interrupted at any place, people are not in the habit of sending traders up the country for slaves, and traders from the interior cease to bring slaves down to them there, and there is great difficulty felt in resuming it; and in almost every instance legitimate commerce comes in, and the wants of the natives are supplied by those means: but I would not, in such cases, suspend the interference of the cruisers altogether, until the slave trade should be entirely eradicated.

Letter from Lord Aberdeen to the Lords Commissioners of the Admiralty.

FOREIGN OFFICE, May 20, 1842.

MY LORDS: I beg to call your Lordships' attention to the subject of the Instruction given to her Majesty's naval officers employed in suppressing the slave trade on the coast of Africa, and to the proceedings which have taken place with reference thereto, as detailed in the papers named in the margin of this letter.

Her Majesty's Advocate General, to whom these papers have been submitted, has reported that he cannot take upon himself to advise that all the proceedings described as having taken place at Gallinas, New Cester and Sea Bay are strictly justifiable, or that the instructions to Her Majesty's naval officers, as referred to in these papers, are such as can with perfect legality be carried into execution.

The Queen's Advocate is of opinion that the blockading rivers, landing and destroying buildings, and carrying off persons held in slavery in countries with which Great Britain is not at war, cannot be considered as sanctioned by the law of nations, or by the provisions of any existing treaties; and that, however desirable it may be to put an end to the slave trade, a good, however eminent, should not be attained otherwise than by lawful means.

Accordingly, and with reference to the proceeding of Captain Nurse, at Rio Pongas, on the 28th of April, 1841, as well as to the letters addressed from this department to the Admiralty, on the 6th of April, the 1st and 17th of June, and the 28th of July of last year, I would submit to the consideration of your Lordships that it is desirable that Her Majesty's naval officers employed in suppressing the slave trade should be instructed to abstain from destroying slave factories and carrying off persons held in slavery, unless the power upon whose territory or within whose jurisdiction the factories or the slaves are found should, by treaty with Great Britain, or by formal written agreement with British officers, have empowered Her Majesty's naval forces to take those steps for the suppression of the slave trade,* and that, if, in proceeding to destroy any factory, it should be found to contain merchandise or other property which there may be reason to suppose to belong to foreign traders, care should be taken not to include such property in the destruction of the factory.

With respect to the blockading rivers, it appears from the papers referred to that the terms *blockade* and *blockading* have been used by British naval officers when adverting to the laudable practice of stationing cruisers off the slave trading stations, with a view the better to intercept vessels carrying on the slave trade contrary to the treaties between Great Britain and the Powers to which such vessels belong.

But as the term *blockade*, properly used, extends to an interdiction of all trade, and indeed all communication with the place blockaded, I beg leave to submit for your Lordships' consideration whether it will not be proper to caution Her Majesty's naval officers upon this head, lest by the inadvertent and repeated use of the term *blockade* the exercise of the duty confided to British officers in suppressing the slave trade, might, by any one, be confounded with the very different one of actual blockade.

I have, &c.

ABERDEEN.

* If the destruction of the factories is to be abandoned the united British and American navies will be insufficient to break up the traffic. While Barricoons are permitted to remain unmolested, some slaves will always be shipped and the trade kept alive only to be rigorously prosecuted wherever the governments remit at all in their efforts of its extinction.—EDS. JOUR.

THE NIGER EXPEDITION.—The last wreck of the Niger expedition has been extricated from the fatal river: and the people at the Model Farm, with the relics of the property, have been brought to Fernando Po. To the very last the events have been such as to stamp the expedition with rashness and cruelty; even this supplemental expedition, greatly reduced, and profiting by the experience of previous disasters, suffered in proportion. Of eight or ten whites on board, but two were not laid up in sickness, the commander being one of the two. Again, it was a servant of the gentleman who warned Lord John Russel of the utter failure of the expedition, who helped to rescue the Wilberforce on returning from its second voyage; a black boy, who had learned the use of the steam engine on board Jamieson's trading steamer, worked the engine of the Wilberforce as it passed the Delta. The expedition has effected some discoveries. It has discovered that which was told to its projectors before it sailed from England, that the slave traffic which it was equipped to suppress in the Bight of Biafra had already ceased there; and that the legitimate commerce which it was to introduce had been rising and flourishing in the Bight for 20 years. It is also discovered, what was told to its projectors before it left England, that the site chosen for an agricultural settlement could not be approached without imminent risk to the lives of Europeans. Another notable achievement has been, that the expedition went up the river about two-thirds of the distance previously ascended by merchant vessels; and its crowning feat is, that in attempting to carry out the plan of the African Colonization Society, by carrying up merchandise, it has for the time expelled honest commerce—the very thing that it was to establish. What next?—*Spectator*.

But the Niger expedition has yet effected good. Although disastrous has been its termination, like that of every other scheme of acting in Africa through the agency of white men, yet great good will grow out of it. The very fact of its failure when contrasted with the success of the scheme of colonization as practised by our societies, affords the most conclusive proofs of the superior expediency of our scheme over that of all others in effecting good to Africa and the African.

Just compare the results of this vaunted measure of the Great English Civilization Society, with that of our Maryland State Colonization Society. The former was conceived by the most illustrious men in the British empire, favoured by royal patronage, aided by any desirable amount of funds, its execution entrusted to experienced and select officers of the largest navy in the world—and after near two years of labour, disaster and death, the last wrecks of this ill-fated expedition have barely escaped to relate the tale of sorrow.

The plan of establishing a colony at Cape Palmas originated with a few citizens of Maryland, its execution was entrusted to one maimed individual, whose peculiar fitness for the task assigned him was an intimate acquaintance with Africa and a just appreciation of the African character. The whole outfit for establishing a colony, the purchase money, provisions, implements of agriculture, the mechanic arts and defence, together with the individuals to accomplish that great object consisting of twenty-five coloured Americans, were all shipped on board a small merchant vessel of 160 tons, and with an outlay less than the cost of the smallest vessel of the Niger expedition, and with no comparative sacrifice of human life, a colony of

free coloured Americans is established on the African coast!—Eight years have elapsed and that handful of pilgrims to their father land has increased to six hundred. A free constitution is adopted, laws are established and order reigns supreme—churches are built and the African priest officiates at the altar—schools are established and the black man teaches his kind. The hammer of the smith and the mallet of the carpenter resound in the villages of the barbarous natives, and the rich fields are covered with produce of the improved agriculture of the civilized man. Such is the colony of Maryland in Liberia, established and supported thus far at an expense hardly one-fifth of the outlay for the Niger expedition, and at no sacrifice of human life. Let the enemies of colonization pause and reflect.

DR. HALL'S ANSWERS TO MR. KEY'S QUESTIONS,

IN RELATION TO THE AMERICAN COLONIES OF LIBERIA.

(Concluded.)

A suitable agent at this place, with a proper naval depot and a small squadron constantly cruising on that coast, ready at any time to furnish requisite aid to our merchant vessels, would materially advance the interest of the American commerce; and were it certain that no measures would be taken by any other nation to form treaties of commerce along the coast or up the branches of the Niger and other large rivers with the native chiefs, to the exclusion of our commerce, as is done in the Senegal by the French, and in the Gambia and Sierra Leone and other settlements by the English, perhaps nothing more could be expected or desired. But should it be feared that measures may be taken to exclude our vessels from the free and open commerce with other points of the coast as well as those above referred to, it is practicable at this time to prevent the consummation of such a plan, and secure to American vessels for ever equal privileges with those of any and every other nation. Let a person well acquainted with the commerce of the coast, the points most important to be secured, and conversant, too, with the manner of making contracts and treaties with the native chiefs, be appointed and sent out in a Government vessel with power and instructions to visit every point of sufficient importance, and make a regular treaty of commerce with all the chiefs and headmen, securing to the vessels of the United States free and unrestrained right of trade within their several jurisdictions, not to be annulled by any future contract or transfer of territory to any other nation. This measure, if it did not forever actually secure to us a claim to this commerce (in common with other nations) would give us good grounds for contesting any question about it, and resisting encroachment.

No. 9. What protection do these colonies require?

The establishment of the above proposed agency, and the constant presence of any number of national cruisers on that section of the coast, with the understanding on the part of the native chiefs that they were in some measure for the protection and defence of the colony, would materially promote the interests of the colonies, and free them from any apprehensions from the natives. Up to the present time the colonists have defended themselves nobly and successfully when attacked by hostile tribes, yet the weaker colonies more recently established might be extirpated by a well concerted assault, and they actually need at least a show of succor and protection.

No. 10. Is or is not a consul or commercial agent or agents necessary on that coast for the protection of the colony and American trade, and where should they reside?

I conceive this interrogatory to have been answered in reply to No. 8. I think one actual, accredited agent of Government would be better than a larger number, allowing him, in case he should deem it advisable, to appoint a sub-agent in other settlements for specific purposes, accountable directly to him. My reasons for this opinion are, that it is difficult to find the proper persons for such a station who are willing to go to Africa with any thing like a reasonable compensation; and unless they were persons well qualified for their peculiar station no good would result from the arrangement. That a large expenditure of money unnecessarily would be injudicious and bring the whole into disrepute with Government. That one depot for marine stores would be sufficient, and in case there were more they would be attended with increased expense. That there would be more responsibility in the acts of one person than more. The main point is to get the proper agents, as all operations in Africa clearly show.

No. 11. Are not the colonies rendering considerable aid and protection to American commerce?

The colonies have served materially to increase as well as aid the American commerce on that coast, and that in two ways. 1st. They have developed the resources of the country interior to the colonies, and vastly increased the exports from that section. 2dly. By the transportation of emigrants in vessels chartered of large shippers in our commercial cities they have had their attention directed to that trade, and many have subsequently embarked therein. Probably one quarter of all the American commerce with West Africa for the past ten years is attributed to this cause. The colonies afford aid to the American commerce in various ways. In ordinary voyages they serve as regular ports of entry and clearance, furnishing protests, debentures, certificates, and the many documents so important in commerce. In case of partial injury to vessels, so common on long voyages, repairs can be advantageously made here. In case of total wreck, which has in a number of instances occurred to American vessels, (two to my knowledge,) the crew have been saved from all the misery that would have necessarily been entailed upon them on a barbarous and deadly coast; they have been clothed and fed, and attended in the fever which so certainly attacks all who sleep on shore, and in every respect found a comfortable home until opportunities have occurred for shipping. The colonies are often resorted to for medical aid by vessels which have been up the rivers in the rainy season. On my first landing in Monrovia in 1831, two American vessels were there lying in the roads from the rivers to the windward with but one well person of the original crew on board of each. Had it not been for the colony, most likely the officers and crew of these vessels would have died and the vessels been dismantled by the natives, as has been often the case up the rivers. Instances like the above not unfrequently occur. The existence of these colonies has in my opinion lessened the risk attending a trading voyage on that coast very materially, in fact changed the features of our commerce there altogether.

No. 12. How will the proper protection of these colonies and the promotion of the American commerce on that coast affect the slave trade?

It may be proper to state before affording a direct answer to the question, that the very establishment of the colonies has absolutely broken up the slavers within their boundaries. The location of the first colony was on an island that had, from time immemorial, been occupied by slave factories. The first severe wars in which this colony was engaged was on the question of the slave trade. The slave factories of Trade Town and New Cesters

was broken up by Ashmun early in the history of the colony. Subsequently two factories have at different times been destroyed by the colonists at Little Bassa, and that, too, through hard fighting. Grand Bassa was always a slave mart—the last slaves were shipped on the day I landed in a schooner to pay for the first purchase of territory there, in March, 1832.

If, therefore, the colonies have without assistance or protection purged 100 miles of coast line of this traffic, what may not be hoped from them when they shall receive that countenance and protection which they so justly merit, and which they have so long required?

No. 13. Do you believe the kings and chiefs on the coast now engaged in the slave trade could be compelled or prevailed on by any and what means to abandon the trade?

Taken in connection with all the means at present employed for the suppression of the slave trade, I am of opinion that treaties might be made with the chiefs and head-men, which would effectually extinguish this trade on the windward coast (so called) beyond which my personal acquaintance does not extend.

It would be but reasonable to suppose, however, that the same measures would operate as successfully throughout the whole extent of the slave coast. In order to effect this object a joint commission should be established, representative of such powers as would be disposed to act therein. They should visit the coast and call a general palaver of all the head men of every tribe contiguous to any slave mart. The whole matter should be canvassed in a fair and candid manner. The history of the trade should be given. The evils attendant on not only its victims but all in any way connected with it should be fully portrayed. The reason should be given why all Christendom had denounced the traffic. The determination of the whole civilized world to extinguish it. The advantages of a lawful and honourable commerce should be pointed out. Comparisons should be instituted between the prosperity and happiness of those sections of their own country where the slave trade had long been abandoned, and where it still existed. Then option should be given them to renounce the traffic absolutely and entirely, and thereby secure the friendship and good will of the civilized world, or to attempt to continue it and suffer the consequences.

It is my opinion that, under these circumstances, all hope of successfully combating the settled, determined policy and wills of the WHITE MAN would cease, and a contract or treaty, binding them under the most weighty penalties to annul this traffic would at once be ratified. Perhaps they might, as it is customary in all palavers between Africans and Europeans, demand some compensation for the sacrifice they would allege they must make in according such a proposition; but this would fall far short of the expense of fitting out an additional vessel for capturing slavers on the high seas. And were it not demanded, it would be advisable to give a *bonus*, as the receiving a valuable consideration is the customary seal to all African contracts.

I said this measure, in addition to those already in operation, would effect the desired object. It cannot be supposed that a barbarous chief would adhere to any contract of this kind (especially with a white man) where no penalty would be exacted for a breach thereof. And it is plain no penalty could be exacted unless a sufficient force should be at hand. It would therefore be necessary to remit in the prosecution of no one measure at present in operation to effect this grand object. It may be asked if no dependence can be placed upon a treaty what is the use of making one? A slight knowledge of the manner in which the slave trade is carried on will explain. At the slave marts I have visited, a kind of treaty is entered

into between the prince or head man of the country. A grant is made of a piece of land on which to erect a barricoon or slave factory, and the requisite buildings are erected thereon on payment of a specific sum. Goods are then distributed to the roving traders, who go to the bush for the purchase of slaves, or the slaves may be sent down by a delear or warrior from the interior. The king gets a certain per centage or premium on every slave sold. His men also do all the manual labour for the slaver, procure food for the slaves, keep guard over them, and secure such as may chance to escape. When the vessel arrives to receive the slaves all hands are turned to at once to put them on board with all possible despatch, and if they escape clear, the king and his people receive additional remuneration. It will, therefore, be perceived that nothing could be done by any slave dealer on the coast were it not for the cordial and active co-operation of some native chief of power and influence. It will readily be perceived what advantage would accrue from the treaty proposed. Not even a barricoon could be erected ere it would come to the knowledge of some cruiser on the coast, and a stop at once be put to the proceeding.

But it may be asked, suppose the native chiefs will not come to any agreement of this kind? I think justice and humanity would warrant at any time the forcible entry and destruction of all factories and barricoons, the liberation of slaves found therein, the dispersion of any foreigners that may be found on shore under suspicious circumstances and a blockade of the place, excluding therefrom all intercourse with Europeans. These measures, I am confident, would soon bring them to terms.


No. 14. Do you believe the slave trade can be effectually suppressed by any other means than by supplying the natives with trade goods by the substitution of lawful trade for the products of Africa?

Lawful commerce would at once be established on the annihilation of the slave trade, and is now carried on to a greater or less extent at all the slave marts. It cannot be prosecuted to a greater extent than the articles of export are supplied, and there is not a native on the coast but knows the regular market price of every article of African production. Where the slave trade is prosecuted, all hands, both near and remote, are engaged in some way or other in advancing it, and get their European luxuries through such employment; but let it be abandoned and the same people are at once induced to supply their wants by producing and marketing articles of traffic with which their country may abound, and the moment they are exposed on the coast purchasers are always at hand, and lawful commerce at once becomes substituted without Government interference or patronage. The establishment of large trade factories for the purchase of African produce would, however, be a strong inducement to the adoption of the proposed treaty.

EXTRACT OF A LETTER FROM DR. MCGILL.

BARK GLOBE, Dec. 16th, 1842,
Off Old Point Comfort.

Dear Doctor,—All right so far. Emigrants all very comfortable and happy. I never yet knew a company to be so well accommodated and so joyous at the idea of going to Africa. They have just finished their supper, and are singing "I am bound for Canaan," preparatory to an exhortation from the Rev. Mr. Hazlehurst. Hope to leave the Capes early to-morrow morning. Wind fair and all, *right again I say.*

 All communications intended for the Maryland Colonization Journal, or on business of the Society, should be addressed to DR. JAMES HALL, General Agent, Colonization Rooms, Post Office Building.

